...eatn
of war
like the Sanitary Institute of Great
...oic ...in has always given the
...was in...est Awards, when tested
...ughly against other so-called Disinfect-
...fo, too, ...s, to CALVERT'S No. 5 CARBOLIC. Statements that other disinfectants are superior to Carbolic Acid should be treated with distrust. Sold by most Chemists in 8 and 16 oz. bottles, at 1/-, & 1/6 each; ½, ¼, and 1 gallon tins, 2/6, 4/-, & 6/6 each.—F. C. CALVERT & Co., Manchester.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
香港華字日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

No. 10,091 | 光緒二十一年五月廿六號 | HONGKONG, SATURDAY, JUNE 22, 1895. | 乙未年五月廿三日 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. KRAMER, Esq.—Chairman.
Hon. A. McCONACHIE—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, June 12, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

T. E. SANSOM,
pro. Manager, Hongkong.

Hongkong, June 13, 1895. 846

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 6, 1895. 38

Intimations.

VICTORIA LODGE
No. 1026.

AN Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 22nd Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, June 22, 1895. 1132

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the SHAREHOLDERS of the above Company will be held at the Company's OFFICES, No. 9, Praya Central, on SATURDAY, the 29th day of June, 1895, at 12 Noon, for the purpose of considering and if thought fit passing the following Special Resolution, viz.:—

'That the words "and the Company may at any time by Special Resolution Reduce its Capital in any manner permitted by law" be added at the end of Article No. 19 of the Articles of Association of this Company.'

Dated the 14th day of June, 1895.
SHEWAN & Co.,
General Managers.

1113

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

Shipping.

Steamers.

FOR SINGAPORE, HAVRE AND HAMBURG.
(*Calling at* NAPLES *for landing Passengers if sufficient inducement offers*).
(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, AND BREMEN).

The Steamship
Lawang,
Capt. H. FORBES, will be despatched for the above Ports on FRIDAY, the 28th Instant, at 4 p.m.

To be followed by:—
The Steamship *Irene*,
Captain R. SCHÜDER on or about the 8th July,
The Steamship *Erato*,
Captain J. OSTERMANN, on or about the 17th July.

These Steamers have superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, June 20, 1895. 1145

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.

The Steamship
Chingtu,
Captain INNES, will be despatched on FRIDAY, the 28th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 21, 1895. 1154

FOR VLADIVOSTOCK,
VIA SHANGHAI, CHEFOO AND NAGASAKI
(*Taking Cargo at through rates to* COREAN PORTS).

The Steamship
Afghan,
Captain BARTON, will be despatched as above at Noon on TUESDAY, the 2nd July.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, June 21, 1895. 1150

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Glamorganshire,
Captain VYVYAN, will be despatched for the above Ports on or about 5th July.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 11, 1895. 1087

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Changsha,
J. E. WILLIAMS, Commander, will be despatched as above on SATURDAY, the 6th July, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 14, 1895. 1114

Business Notices.

LANE CRAWFORD & Co.

MUSICAL DEPARTMENT.

STOCKS ON HAND AND AT REASONABLE PRICES, OF

ENGLISH PIANOS, BY COLLARD & COLLARD, JOHN BROADWOOD & SONS, CHALLEN & SONS.

GERMAN PIANOS, BY C. BECHSTEIN, F. DÖRNER, F. GROTRIAN-STEINWEG, SCHIEDMAYER, GAUTROT & Co., BESSEN & Co.

BAND INSTRUMENTS.

PIANOS Sold on the Monthly Payment System.
TUNINGS AND REPAIRS, by FIRST-CLASS WORKMEN.
A LARGE SUPPLY OF MUSIC IN SHEETS AND VOLUMES.

Hongkong, June 11, 1895. 1083

SHANGHAI BREWERY
Pale Bitter Ale,
IN SMALL CASKS.

BREWED from MALT & HOPS only.
In SPLENDID CONDITION.
Casks— 9 Gallons ... ... $ 7.50.
18 do. ... ... 15.00.
DOUBLE STOUT.
Casks— 9 Gallons ... ... $ 8.00.
18 do. ... ... 16.00.

WATTS & Co.,
Sole Agents, Ice House Street.

860

H. RUTTONJEE.

CLARET. CLARET. CLARET.

THE following CLARETS are Specially bottled for me at BORDEAUX:—

	Per doz Quarts.	Per doz Pints.
P. MARGAUX,	$12.50	$6.75
ST. JULIEN (Two Crown),	9.50	5.75
ST. JULIEN (One Crown),	7.00	4.00

I can guarantee the Brand is far Superior in quality and cheaper in price than any Claret obtainable at this price.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, May 11, 1895. 899

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.
It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.
VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."
BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."
MORNING ADVERTISER.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY ROYAL WARRANT. To HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with **Wines, Spirits, Milk, Fruit Syrups and Lime Juice.**

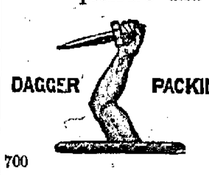
SOLE AGENTS for South China and Philippines,
WATTS & Co.,
Ice House Street, Hongkong.

1191

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.
Jointings for any work, however great the pressure and temperature.



LUBRICANTS both liquid and solid.
ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

W. POWELL & Co.
JUST RECEIVED
NEW STOCK OF
SUMMER DRESS MATERIALS.
Patterns free by Post.
W. POWELL & Co.

Hongkong, May 11, 1895. 900

WILKINSON'S
ESSENCE OR FLUID EXTRACT OF RED JAMAICA
Estd. since 1829. SARSAPARILLA
Pronounced by the HIGHEST MEDICAL AUTHORITIES the most
WONDERFUL PURIFIER OF THE HUMAN BLOOD

The Safest and most Reliable Remedy for TORPID LIVER, DEBILITY, ERUPTIONS, POORNESS OF BLOOD, &c.

To be procured of all Chemists and Dealers in Medicines.

Indisputable Evidence.
"We cannot speak too highly of it."—LANCET.
"A superior preparation that may always be relied on."—SIR A. COOPER.
"We recommend your RED JAMAICA SARSAPARILLA."—MEDICAL REVIEW.
"The only preparation for removing what may be called the sequelæ of a mercurial course."—SIR R. MARTIN.
"I am never without it, when feeling depressed or out of sorts from anxiety or fatigue, a dose or two animates me."—The late LORD CLYDE.
"Your essence of RED JAMAICA SARSAPARILLA cured me of a Torpid Liver when all other medicines had failed."—EARL OF ——.

Has Maintained for Over SIXTY YEARS, THE HIGHEST REPUTATION

It is asserted on the best authority that a little taken daily is the BEST PREVENTIVE of ILLNESS.

IMPORTANT CAUTION.
Beware of Worthless and Injurious Imitations.

HONGKONG: DAKIN, CRUICKSHANK & Co., A. S. WATSON & Co., &c.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
LONDON (Direct)	*Java*	About 25th June	Freight or Passage.
SHANGHAI	*Rosetta*	About 1st July	Freight or Passage.
LONDON, &c.	*Pekin*	Noon, 4th July	*See Special Advertisement.*
JAPAN	*Ancona*	Noon, 5th July	Freight or Passage.
LONDON (Direct)	*Ceylon*	About 11th July	Freight or Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office, ALF. WOOLLEY, *Acting Superintendent.*

Hongkong, June 21, 1895. 1152

"A DINNER LUBRICATES BUSINESS."

ONLY, HOWEVER,
WHEN THE FARE IS TOOTHSOME.
TAKE, THEREFORE,
YOUR CLIENT TO THE

HONGKONG HOTEL,

Where you will get the BEST of what is going.

1127

WALTER W. BREWER.
SPORTING GOODS.

FOOTBALLS. BOXING GLOVES.
CRICKETING GOODS. TENNIS GOODS.
INDIAN CLUBS. DUMB BELLS.
'ASCOT' RACE GAME.
THE OLD " "

Hongkong, June 10, 1895. 1075

TABLE LINEN.

WE HAVE ALWAYS A GOOD SELECTION of the following:—
LINEN DAMASKS.
DINING and TEA NAPKINS.
TEA CLOTHS, GLASS CLOTH, RUSSIA CRASH.

HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

Hongkong, June 21, 1895. 1161

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
Catherine Apcar,
Captain J. G. OLIVENT, will be despatched for the above Ports on TUESDAY, the 25th Instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 19, 1895. 1140

FOR CHEFOO AND TIENTSIN.

The Steamship
Tejen,
Capt. T. LEHMANN, will be despatched for the above Ports on TUESDAY, the 25th Inst., at 5 p.m.

Regarding Freights, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, June 18, 1895. 1128

FOR KOBE AND YOKOHAMA.

The Steamship
Queen Victoria,
GUTHRIE, Commander, will be despatched for the above Ports on or about TUESDAY, the 25th Instant, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 21, 1895. 1095

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Polyphemus,
Captain GARDNER, will be despatched as above on TUESDAY, the 25th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 18, 1895. 1134

SHELL LINE OF STEAMERS.

FOR HAMBURG AND LONDON.

The Co.'s Steamship
Turbo,
Capt. E. MOSES, will be despatched as above on or about the 25th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 10, 1895. 1032

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship
Argyll,
Captain WARD, will be despatched as above on or about TUESDAY, the 25th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 17, 1895. 1123

FOR ILOILO.

The Steamship
Continental,
Captain SCHALL, will be despatched on WEDNESDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 20, 1895. 1117

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship
Radnorshire,
Capt. F. DAVIES, will be despatched as above on WEDNESDAY, the 26th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 18, 1895. 1129

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship
Pathan,
Captain WRIGHT, will be despatched as above on or about WEDNESDAY, the 26th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 18, 1895. 1136

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glenfarg,
Captain SELBY, will be despatched as above on or about the 29th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 14, 1895. 1116

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* PORTS OF CALL.

The Co.'s Steamship
Kutsow,
Geo. W. LONG, Commander, will be despatched as above on or about the 10th July.

For Freight, etc., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 18, 1895. 1133

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 *A.I.* British Ship *Lyndhurst*, MARTIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, May 29, 1895. 1010

FOR SAN FRANCISCO.

The 100 *A.I.* British Ship *Glenesslin*, PRITCHARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, May 14, 1895. 914

FOR NEW YORK.

The 3/3 *A.I.I.* American Ship *Santa Clara*, FULLER, Master, shortly expected from SHANGHAI, will load here for the above Port and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, May 11, 1895. 898

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 100 *A* 1 Steel 4-Masted Barque *Alcalde*, Captain R. COUTTS, will load here for the above Port, and be despatched on or about the 25th July, A.C.

For Freight, apply to MELCHERS & Co.

Hongkong, June 7, 1895. 1065

FOR NEW YORK.

The American Ship *George F. Manson*, PETER CRACE, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, June 1, 1895. 1036

FOR NEW YORK.

The 100 *A.I.* British Steel Barque *Belmont*, LADD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, June 17, 1895. 1122

FOR NEW YORK.

The 100 *A.I.* Hawaiian Barque *Fooking Suey*, WILSON, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSSEN & Co.

Hongkong, June 18, 1895. 1130

FOR NEW YORK.

The 3/3 *L.I.I.* German Ship *Siam*, GAHLISH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSSEN & Co.

Hongkong, June 18, 1895. 1131

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

FROM BOMBAY & SINGAPORE.

THE Steamship *Adour* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 26th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by C. TOURNAIRE, *Acting Agent.*

Hongkong, June 20, 1895. 1142

To Let.

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' 5-Roomed Bungalow at MAGAZINE GAP.
HOUSES in RIPON TERRACE.
One FLOOR in BLUE BUILDINGS.
OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, June 17, 1895. 215

TO LET.

THE EIGHT-ROOMED HOUSE, No. 27, CAINE ROAD, occupation from 1st September next.
No. 9, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, June 1, 1895. 1038

TO LET.

From 1st July.

NO. 5, WEST TERRACE.

Apply to C. C. ANDERSON, 13, *Praya Central.*

Hongkong, May 31, 1895. 1028

SIEN TING, *Surgeon Dentist*, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 2, 1895. 628

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich...	Monday	June 24.
Bayern...	Monday	July 22.
Preussen...	Monday	August 19.
Sachsen...	Monday	Sept. 16.
Gera...	Monday	Oct. 14.
Prinz Heinrich...	Monday	Nov. 11.
Preussen...	Monday	Dec. 9.
Sachsen...	Monday	Jan. 6.
Gera...	Monday	Feb. 3.

ON MONDAY, the 24th day of June, 1895, at 3 p.m., the Company's S.S. *PRINZ HEINRICH*, Capt. ENGELBERT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 22nd June, Cargo and Specie will be received on board until Noon, on MONDAY, the 24th June, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has a splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, May 30, 1895. 1020

Intimations.

KOWLOON HOTEL, ELGIN ROAD.

ABOUT 2 minutes' walk from KOWLOON GODOWN WHARF. Surrounded by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

WINES AND SPIRITS of best quality.
BAR, BILLIARDS AND AMERICAN BOWLING ALLEYS.
ROOMS TO LET WITHOUT BOARD.

LUIZ M. LOBO, *Manager.*

812

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS AND DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day		$ 4.00
One person, per month ...	$75 to	90.00
Married couple (occupying one room) per day		7.00
Married couple (occupying one room) per month		150.00
Married couple (occupying two rooms) per month		170.00

For further Particulars, apply to THE MANAGER. *New Victoria Hotel.*

Hongkong, April 10, 1895. 696

Hannay's COMPOSITION FOR Coating Ship's Bottoms.

USED BY:—
Ocean S.S. Co.
White Star Line.
East Indian Ocean S.S. Co.
Glen Line.
Cunard Line.
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 818

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA, 8, *Queen's Road Central.*

Hongkong, January 2, 1894.

Intimations.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, *Proprietor and Manager.*

Hongkong, November 24, 1894. 1907

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER, 2 *and* 3 *Peddar's Hill.*

Hongkong, July 24, 1893. 1287

To-day's Advertisements

THEATRE ROYAL, CITY HALL.

LAST 7 NIGHTS!
THE NEW WILLARD OPERA COMPANY.
Director—Mr CLIFFORD WILLARD.
TO-NIGHT, (SATURDAY), 22nd June,
The Great Up-to-Date Gaiety Burlesque, 'DON JUAN.'
Acknowledged to be the Funniest Production of the Season.
MONDAY, the 24th June 'MONTE CRISTO JR.'
TUESDAY, 25th June. RUY BLAS.
WEDNESDAY, 26th June. 'GO BANG'
THURSDAY, 27th June. 'THE MOUNTEBANKS.'
FRIDAY, 28th June. 'ALADDIN.'
SATURDAY, 29th June. 'THE LADY SLAVEY.'
Prices of Admission—$3, $2, and $1.
Plan at Messrs. KELLY & WALSH.
Doors Open at 8.30; Commence at 9 p.m.
Late Trams will run 15 minutes after each Performance.

Hongkong, June 22, 1895. 1157

SANITARY NOTIFICATION.

BASEMENTS.

THE CLOSED HOUSES AND INSANITARY DWELLINGS ORDINANCE, 1891.

THE OWNERS of BASEMENT ROOMS, which under the Provisions of the above Ordinance cannot be used for Habitation and which have been vacated, are enjoined to have the said ROOMS CLOSED and LOCKED, between the hours of 6 p.m. and 6 a.m.

The COMMITTEE find that in several instances Basements are being used as Latrines. DISTRICT INSPECTORS have been directed to institute prosecutions if this practice is 'suffered or permitted.'

The COMMITTEE further desire to bring Prominently to the Notice of Owners the requirements of the Ordinance in respect of the concreting of the Ground Surface of all domestic buildings which will come into operation on the 1st PROXIMO.

EXECUTIVE COMMITTEE { W. C. H. HASTINGS, *Actg. Capt. Supt. of Police.* W. EDWARD CROW, *Asst. Sec. Supt.*

SANITARY BOARD, 22nd June, 1895. 1160

IMPORTANT NOTICE TO THE SEAFARING COMMUNITY.

TO COMMANDERS, OFFICERS AND SAILORS.

AT a distance of 1, 2 and 3 hours' steam from Hongkong a well-corked Bottle has been placed in the water, from the s.s. *Ravenna*, each Bottle contains a Document, entitling the FINDER to obtain ONE CASE of Our EXTRA SPECIAL SCOTCH WHISKY from either of our AGENTS named therein.

HANS ZIEGLER, *Travelling representative for* JOHN DEWAR & SONS, *Distillers,* PERTH, SCOTLAND.

30 HIGHEST AWARDS AND PRIZE MEDALS.

Hongkong, June 22, 1895. 1158

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI.

The Steamship *Keongwai*, Captain UNSWORTH, will be despatched on MONDAY, the 24th Instant, at 10 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, June 22, 1895. 1118

CHINA NAVIGATION COMPANY, LIMITED.

FOR BANGKOK.

The Steamship *Nanchang*, Captain FINLAYSON, will be despatched on MONDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, June 22, 1895. 1156

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa*, Captain ROACH, will be despatched for the above Ports on WEDNESDAY, the 26th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, June 22, 1895. 1159

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Leaving.
Bangkok	Nanchang (s)	Butterfield & Swire	June 24, at noon.
Bremen & Ports of Call	Prinz Heinrich (s)	Norddeutscher Lloyd	June 24, at 3 p.m.
Chefoo and Tientsin	Tejan (s)	Carlowitz & Co.	June 25, at 5 p.m.
Hamburg and London	Turbo (s)	Arnhold, Karberg & Co.	About June 25.
Delhi	Continental (s)	Butterfield & Swire	June 26.
Japan	Ancona (s)	P. & O. S. N. Co.	July 5, at noon.
Kobé and Yokohama	Queen Victoria (s)	Dodwell, Carlill & Co.	June 25, at 5 p.m.
London, v. Suez Canal	Polyphemus (s)	Butterfield & Swire	June 26.
London & Ports of Call	Glenfarg (s)	Jardine, Matheson & Co.	About June 29.
London & Ports of Call	Pekin (s)	P. & O. S. N. Co.	July 4, at noon.
London & Ports of Call	Kaisow (s)	Holliday, Wise & Co.	About July 10.
London and Hamburg	Glamorganshire (s)	Dodwell, Carlill & Co.	About July 5.
London	Java (s)	P. & O. S. N. Co.	About June 25.
London	Ceylon (s)	P. & O. S. N. Co.	About July 11.
Marseilles, v. Saigon	Oceanien (s)	Messageries Maritimes	June 26, at noon.
Nagasaki	Keongwai (s)	Butterfield & Swire	June 24, at 10 a.m.
N'saki, Kobé & Y'hama	Radnorshire (s)	Dodwell, Carlill & Co.	June 26.
New York	Santa Clara	Carlowitz & Co.	Quick despatch.
New York	George F. Manson	Melchers & Co.	Quick despatch.
New York	Belmont	Carlowitz & Co.	Quick despatch.
New York	Fooking Suey	Siemssen & Co.	Quick despatch.
New York	Siam	Siemssen & Co.	Quick despatch.
Port Darwin, &c.	Changsha (s)	Butterfield & Swire	July 6, at 3 p.m.
S. Francisco, v. Java	City of Peking (s)	Pacific Mail S. S. Co.	June 28, at noon.
S. Francisco, v. Java	Belgic (s)	O. & O. S. S. Co.	July 20, at noon.
San Francisco	Glenesslin	Shewan & Co.	Quick despatch.
San Francisco	[illegible]hurst	Shewan & Co.	Quick despatch.
San Francisco	[illegible]	Melchers & Co.	About July 25.
Shanghai	[illegible]	P. & O. S. N. Co.	About July 1.
Shanghai	[illegible]	Butterfield & Swire	June 28.
Shanghai, Kobé & Yokohama	[illegible]than (s)	Dodwell, Carlill & Co.	About June 25.
Shanghai, Kobé & Yokohama	[illegible]	Dodwell, Carlill & Co.	About June 26.
S'pore, Havre & H'burg	Lewang (s)	Siemssen & Co.	June 28, at 4 p.m.
S'pore, Penang & C'tta	Catherine Apcar (s)	D. Sassoon, Sons & Co.	June 25, at 3 p.m.
Swatow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	June 26, daylight.
Vancouver (B. C.) & Vladivostock, &c.	Empress of India (s)	Canadian P'fic R. Co.	July 3, at noon.
Victoria (B. C.), &c.	Afghan (s)	Nippon Yusen Kaisha	July 2, at noon.
	Evandale (s)	Nor. P'fic S. & R. Co.	June 25, at noon.

SHIPPING.

ARRIVALS.

June 21:—

Hong Leong, British steamer, 1,145, A. Fripp, Singapore June 15, 8 p.m., General.—CHU TENG CHENG.

Keong-wai, British steamer, 1,114, R. Unsworth, Barry (Wales) May 8, Coal.—YUEN FAT CHONG.

Cheang Hock Kian, British steamer, 956, M. Kunath, Singapore June 16, General.—BUN HIN CHAN.

Chingwo, British steamer, 2,700, Gray, Foochow and Amoy June 20, Tea.—HOLLIDAY, WISE & Co.

June 22:—

Tsinan, British steamer, 1,460, G. Ramsay, Foochow June 20, Tea for Melbourne.—BUTTERFIELD & SWIRE.

Phra Chom Klao, British steamer, 1,011, James Fowler, Bangkok June 14, General.—BUTTERFIELD & SWIRE.

Framnes, Norwegian steamer, 957, E. Wettergreen, Saigon June 18, Paddy, Rice and Fish.—ORDER.

Nanchang British str., 1,052, E. Finlayson, Swatow June 21, General.—BUTTERFIELD & SWIRE.

Hupeh, British steamer, 1,848, T. Quail, Java June 11, Sugar.—BUTTERFIELD & SWIRE.

Sishan, British str., 845, A. Murphy, Saigon June 19, Rice.—BRADLEY & Co.

Bittern, British schooner, 399, Thos. Askin, Albany, W.A. May 4, Sandalwood.—ORDER.

DEPARTURES.

June 22:—

Bonnington, for Takow.
Singapore, for Bangkok.
Wuotan, for Swatow.
Adour, for Shanghai.
Adolph, for New York.
Pakshan, for Swatow.
Zafiro, for Manila.
Cheang Hock Kian, for Amoy.
Chiyuen, for Shanghai.
Tsinan, for Melbourne.
Nanchang, for Canton.

CLEARED.

Chingwo, for Singapore and London.
William Le Lacheur, for Mantung.
Batavia, for Java.
Benvenue, for Saigon.
Activ, for Hoihow.
Helene Rickmers, for Yokohama.
Hong Leong, for Amoy.
Hongkong, for Haiphong.
Hailoong, for Swatow.
Deuteros, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Hong Leong*, from Singapore, 350 Chinese.

Per *Keong wai*, from Barry (Wales), Mrs Ritchie.

Per *Cheang Hock Kian*, from Singapore, 103 Chinese.

Per *Chingwo*, from Foochow, &c., 350 Chinese.

Per *Phra Chom Klao*, from Bangkok, Mr Deacon, Mr Metger, and 39 Chinese.

Per *Framnes*, from Saigon, 42 Chinese.

Per *Sishan*, from Saigon, 8 Chinese.

Per *Bittern* from Albany, W.A., Mrs Askin and 2 children.

DEPARTED.

Per *Singapore*, for Bangkok, 8 Chinese.
Per *Wuotan*, for Swatow, 390 Chinese.
Per *Pakshan*, for Swatow, 10 Chinese.
Per *Zafiro*, for Manila, 1 European.
Per *Cheang Hock Kian*, for Amoy, 250 Chinese.
Per *Chiyuen*, for Shanghai, 12 Chinese.
Per *Tsinan*, for Melbourne, 17 Chinese.

TO DEPART.

Per *Hongkong*, for Haiphong, Mr Schoenicke (Commissioner of Customs), Messrs Murray, Chow Kwan Cheong, and 195 Chinese.

Per *Hailoong*, for Tamsui, Mr A. Butler.

Per *Chingwo* for Singapore, 326 Chinese.

Per *Activ* for Hoihow, 100 Chinese.

Per *Hong Leong*, for Amoy, 4[illegible]0 Chinese.

Per *Deuteros*, for Bangkok, 10 Chinese.

SHIPPING REPORTS.

The British steamer *Keongwai* reports: Had fine weather throughout.

The British steamer *Cheang Hock Kian* Had fine monsoon.

The British steamer *Chingwo* reports: Foochow to Amoy, moderate to fresh monsoon with hazy weather. Amoy to port, light wind and calm clear weather.

The British steamer *Tsinan* reports: From Foochow to Brothers, fresh S.W. wind, fine and clear. Brothers to port, moderate to light S. and S.W. winds, very fine.

The British steamer *Phra Chom Klao* reports: Had light variable winds, and fine weather throughout.

The Norwegian steamer *Framnes* reports: Had fine weather.

The British steamer *Sishan* reports: Had Westerly and S.W. winds to Cape Varella; then S.E. and Easterly winds to port, fine weather and smooth sea throughout.

EXPORT CARGOES.

Per P. & O. s. s. *Ravenna*, sailed 20th June:—For London, 30 bales Waste Silk, 12 cases Silk Piece Goods, 12 cases Cigars, 55 rolls Matting, 35 bales Canes, 3 cases Sundries, 189 boxes Tea, 2,969 lbs. Scented Orange Pekoe; for France, 432 bales Raw Silk, 2 cases Silk Piece Goods, 16 bales Hemp and 3 pkgs. Sundries; for Trieste, 400 bales Pierced Cocoons and 14 cases Silks.

POST OFFICE NOTICES.

MAILS will close:—

For CANTON.—
Per *Powan*, at 9 a.m., on Sunday, the 23rd inst.

For SYDNEY & ADELAIDE.—
Per *Cutterthun*, at 2.30 p.m., on Monday, the 24th inst.

For BAN KOK.—
Per *Phra Nang*, at 9.30 a.m., on Tuesday, the 25th inst.

For STRAITS & CALCUTTA.—
Per *Catherine Apcar*, at 2.30 p.m., on Tuesday, the 25th inst.

For KOBE & YOKOHAMA.—
Per *Queen Victoria*, at 4.30 p.m., on Tuesday, the 25th inst., instead of as previously notified.

For SINGAPORE.—
Per *Lawong*, at 3.30 p.m., on Friday, the 28th inst.

For NAGASAKI, KOBE & YOKOHAMA
Per *Ancona*, at 11.30 a.m., on Friday, the 5th July.

MAILS BY THE GERMAN PACKET.—
The German Contract Packet *Prinz Heinrich* will be despatched on MONDAY, the 24th Instant, with Mails for the United Kingdom, Europe and countries beyond, *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.
Registry ceases at 1.00 p.m.
The mail closes at 2 p.m. Late letters till 2.30 p.m. with 10 cents extra postage.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Oceanien* will be despatched on WEDNESDAY, the 26th June, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of Peking* will be despatched on FRIDAY, the 28th June, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
11.00 A.M. Registry ceases.
11.30 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage*, until the time of departure.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 3rd July, with Mails for Shanghai, Japan, the United States, Canada, &c., which will be closed as follows:—
11 A.M. Registry closes.
11.30 A.M. Post-Office closes, but Correspondence may be posted on board the Packet *with the Late Fee of 10 cents extra Postage*, until time of departure.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Pekin* will be despatched on THURSDAY, the 4th July, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
☞ LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MEMOS. FOR MONDAY.

Shipping.

10 a.m.—*Keongwai* leaves for Nagasaki.
Noon.—*Nanchang* leaves for Bangkok.
3 p.m.—German Mail leaves for Bremen and Ports of Call.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

WEDNESDAY, June 26:—
Goods per *Adour* undelivered after this date subject to rent.

SATURDAY, June 29:—
Noon.—Meeting of Shareholders of The Green Island Cement Co., Ld., at the Company's Office.

RELIGIOUS SERVICES.

ST. JOHN'S CATHEDRAL.—Parade Service at 8.30 A.M. (Holy Communion 2nd and 4th Sundays.) Matins at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evensong at 5.45.

UNION CHURCH, Kennedy Road.—Minister, Rev. Mr Morris.—Services at 11.00 A.M. and 6 P.M.

ROMAN CATHOLIC CATHEDRAL.—Sundays and Festival Days of Obligation—Mass, 6 A.M., 7.30 A.M. and 9.30 A.M. Week Days—Mass, 6 A.M. and 7.30 A.M. Benediction, on Jan., Feb., Nov., Dec., 5 P.M.; March, April, Sept., Oct., 5.30; May, June, July, Aug., 6.

ST. JOSEPH'S CHAPEL (Garden Road).—Mass, with Sermon in English, at 9 A.M. on Sundays and Festival Days of Obligation.

ST. FRANCIS' CHURCH (Wanchai).—6 A.M., Mass, with Sermon in Chinese. 7.30 A.M., Mass, with Sermon in Portuguese. Benediction, 5 P.M.

ST. ANTHONY CHAPEL (West Point).—Sundays, Mass and Benediction at 8 A.M. Feast of Obligation, 7.30 A.M.

ST. PETER'S SEAMEN'S CHURCH, Sailors' Home.—Service on Sunday, at 11 A.M. and 5.30 P.M. The Holy Communion is administered on the 1st and 3rd Sundays in the month at 11 A.M.; on the 2nd and 5th at 7.30 A.M.; and on the 4th, at the Evening Service.

WESLEYAN METHODIST CHURCH.—Chaplain, Rev. Wm. Murson.—Divine Service at 10.30 A.M. and 6 P.M. in the Wesleyan Church, Wanhai.

GERMAN BETHESDA CHAPEL.—Service in the German language by Pastor R. F. F. Gottschalk every Sunday, at 11 A.M., in the Chapel of the Berlin Foundling House, West Point.

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter.....$7.00
" Month..... 2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

A. S. WATSON & Co., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will received prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY, HONGKONG.

Hongkong, June 1, 1895. 1035

☞ *The publication of this issue commences at 6.50 p.m.*

The China Mail.

HONGKONG, SATURDAY, JUNE 22, 1895.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Gellert*, May 21; *Dante*, *Benalder*, *Gilsland*, *Vindobona*, 28; *Glenfruin*, *Telemachus*, *Orestes*, June 4; *Japan*, *Yanariva*, 7; *Bayern*, *Arracan*, *Mascotte*, *Gerda*, 11; *Glenwon*, *Pyrrhus Mogul*, *Adowa*, 14; *Copock*, *Hankow*, 18.

HOMEWARD BOUND:—*Ajax*, June 4; *Strathcarron*, 7; *Clan*, *Bombay*, 11; *Sarpedon*, *Ayr*, *Volute*, 14.

The P. M. s.s. *China*, with the AMERICAN MAIL of June 4, leaves Yokohama on Thursday, June 20, at daylight, and may be expected here on or about Wednesday, June 26.

The *Empress of India* left Nagasaki at 5 p.m., on June 20, for Hongkong via Shanghai.

The N. P. s. s. *Victoria* left Tacoma for Hongkong, via Japan, on June 8.

The O. & O. s.s. *Belgic* left San Francisco for this port, via Yokohama and Nagasaki, on June 15.

The s. s. *Radnorshire* left Singapore on June 17, and may be expected here on or about June 24.

The s.s. *Pathan* left Singapore on June 18, and may be expected here on or about June 24.

The China Mutual Co.'s s.s. *Ningchow*, from Glasgow and Liverpool, left Singapore on June 20, and may be expected here on or about June 25.

The N. G. I. s.s. *Letimbro* left Singapore on June 20 and may be expected here on or about June 26.

The D. D. R. s. s. *Hertha*, from Hamburg, left Singapore on June 20, and may be expected here on or about June 27.

The P. & O. s.s. *Japan* left London for this port on May 23.

The P. and O. steamer *Aden* left London for this port on June 15.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—2ND SUNDAY AFTER TRINITY, JUNE 23.

11 a.m.—Matins:—Venite, Macfarren; Psalms, Ouseley, Turle, Elvey, Smart; Te Deum, Goss in D; Jubilate, Hayes (Psalter); Anthem, 8, 'But the Lord is mindful' (St. Paul); Litany; Hymn, 266; Offertory Hymn, 239.
5.45 p.m.—Evensong:—Psalms, Tonus Peregrinus, Wickes; Magnificat, Hervey; Nunc-Dimittis, Anonymous; Hymns, 238, 220, 18.

UNION CHURCH.—JUNE 23.

11 a.m. Service:—Voluntary 'Lied Ohne Worte,' Book 4, No. 2, Mendelssohn; Hymn, No 19 (Almsgiving), Dykes; Hymn, 63 (Eisenach), Schein; Psalm, No. 2 (Double Chant), Cooke; Anthem, No. 14, 'My voice shalt thou hear,' Goss; Hymn, No. 32 (1st Tune Edinr.), Oakeley; Voluntary, 'March of the Jewish Warriors,' Shiner.
6 p.m. Service:—Voluntary, 'As the Hart pants' (42nd Psalm), Mendelssohn; Hymn, No. 7 (Philippi), Ebeling; Hymn, No. 154 (Stephanos 1st tune); Hymn, No. 376 (St. Gertrude), Sullivan; Hymn, No. 498 (Benediction 1st tune), Hopkins; Voluntary, 'The Lord hath commended.'

WESLEYAN METHODIST CHURCH.—WANCHAI, JUNE 23.

10.30 a.m.:—Hymns, 121, 96, 76, 484.
6 p.m.:—Hymns, 358, 377, 389; Psalms, CXI-CXIII.

A HIGH wall collapsed at Foochow on the 14th, nearly burying a foreign resident and severely injuring his chair-coolies.

VESSELS IN THE DOCKS:—At *Kowloon*—Phra Chula Chom Klao, Tritos.
Cosmopolitan—(none.)
Aberdeen—(none.)

MR Sercombe Smith, the Acting Puisne Judge, works too hard and too long to please some people in this hot weather. Rather than let arrears of unfinished business accumulate, he actually toils all though Saturday afternoons, just like ourselves! The officers of his Court, and the lawyers practising there, are seriously thinking of a strike. They should give him an inkpot.

A FIRE broke out in a shop in the river-side street close to the business premises of Messrs Siemssen and Krohn at Foochow, says the *Echo*. At first there was a good deal more noise than water brought to bear, but finding that this was ineffectual to reduce the flames the order of things was reversed, and the fire was soon afterwards brought under.

IT is well nigh inevitable that, in a climate like this of Hongkong in midsummer, there should be a strong disinclination to put on more clothing than Adam had 'before taking,' or to perform more exertion than is absolutely unavoidable; and consequently playgoers are the less numerous, and players are the less spirited. 'Paul Jones' has been seen in Hongkong several times, and highly appreciated; the Willard Company, who performed it last night, have undoubtedly shown themselves to be in the front rank and in some points certainly the best company ever known in the Far East. But somehow the performance was not quite up to the mark. Still, it was very enjoyable, especially the dancing and singing, special attractions of this Company; the Fisher dance and the Moulin Rouge quadrille alone would have been sufficient proof that the managers understand their business, and that the patrons know a good thing. The Parisian quartette was also extremely graceful and attractive. The acting was good, perhaps the best being Mr Harry Hall's *Trocadero* and Mr Fletcher's *Bouillabaisse*. To-night the Company will give 'Don Juan,' which brings a fine reputation from the Gaiety and is likely to prove the ideal Saturday night success.

PIANOFORTES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

BANJOES, Guitars, Mandolines, Autoharps, Violins, also Strings and fittings for sale at W. Robinson and Co.

ON Sunday morning, between 9 and 10.30 o'clock, the steam-launch *Dayspring*, carrying the Bethel flag, will call alongside any vessel hoisting code pennant C., to convey men ashore to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

AT the Magistracy to-day, before Mr H. E. Wodehouse, a boatman was sent to gaol for six months, in default of finding sureties for his reformation, he having tried forcibly to make a business rival 'pay his footing' to the tune of ten dollars.

THE following are the statistics of cases of plague from June 14th to noon this day:

No. of cases reported 11
" " deaths 11
" " cases under treatment .....none

There has been one death during the past 24 hours. No new case has been reported. The total number of deaths from plague since the 29th of April, the day on which the first case was reported, is sixteen.

A CHINAMAN who was found to be 'in possession of a piece of hardwood and unable to account for the same' was sent to gaol to-day for a week's hard labour by the police magistrate. But for hurting tender susceptibilities, we could point out in the Government service a number of gentlemen who possess a piece of very hard wood on their shoulders—so hard that nobody on earth can 'account for the same.' But to make any of those creatures labour for a week would be equivalent to sentence of death.

REALLY Baron Router must look after his young men. A home paper publishes the following copy of a telegram which has been circulating at Port Said:—

'London, 4th May, 1895.

'The *Times* learns that the Emperor of China ratifies peace treaty Thursday. He will let out on bail himself £2,500, two others £1,250 each.'

It would appear as if the agent had mixed up the Emperor of China with the great case of Mr 'Oh no, we never mention him.' The same agent caused a good deal of amusement in Egypt at the time that Slatin Bey escaped from Omdurman, by issuing a message in which it appeared that 'Slatin had two or three narrow slaves on his way to Cairo.' Of course the agent should have said 'shaves,' but probably not being able to see the connection of that word with a trip across the desert, and knowing something of slaves, he adopted the phrase he understood, and amused the population thereby.

ERICH Georg's Weekly Share List, dated Hongkong, Saturday, 22nd June, says:—

During the week under review business has not been very brisk, but rates are firm and in some cases show an improvement. The Banks are now granting more facilities, and this is bound to have a beneficial influence on our market.

Bank Shares.—Hongkong and Shanghais have been done at 177, 179 and 180 per cent. prem., and close strong with buyers at 181 per cent. prem., (perhaps [illegible] per cent. prem.) for end of the month. The London quotation is unchanged. Nationals sold at $27, but $27½ has since been offered and refused.

Marine Insurances.—China Traders have been done at $66½ and $67, and are wanted at the latter rate. Cantons are wanted at $162½, while Unions are on offer at that figure. Yangtsezes could be placed to the North at $93, but North Chinas continue neglected. A few Straits have been done at $18½, and more are offering.

Fire Insurances.—All the local and home offices have now signed the new tariff, which will greatly benefit all those companies who take Chinese risks. Hongkong Fires have been in good demand, and a fair business has been done at $198 to $205, market closing strong with further buyers. Chinas are unchanged with a few small lots offering at $84.

Shipping.—Hongkong, Canton and Macao Steamboats dropped to $31½, but higher rates have been paid since, and at the close there are buyers at $32½. Indo-Chinas quiet with sellers at $53, but Chins and Manilas could be placed at $53. Douglases changed hands at $50 and $50½, and are obtainable at the latter rate. A parcel of China-Mutuals ordinary shares (£5 paid up) has been sold at $2 11s. 6d.

Refineries.—China Sugars have been done in small lots at $107 to $106; Luzons neglected.

Mining Stocks continued very quiet, although for Punjoms a slightly better feeling is perceptible, latest news from the mine being a little more encouraging; business has been put through at $5.40 and $5.50. Charbonnages are offering at $105 and Jelebus at $33. Balmorals changed hands at $5.30 and are wanted. Raubs quiet without further sales. This Company has issued its report for the year ending 31st March, 1895, showing a credit balance of £1,389.13s. 10d. on Profit and Loss Account, all development of the mines having been paid for from the proceeds of the mines.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are wanted at 100 per cent. prem., and Wanchais at $37½, while Hongkong and Kowloon Wharf & Godown Company shares are obtainable at $41, at which rate a few shares have changed hands.

Lands, Hotels and Buildings.—A few lots of Hongkong Lands have been done at $59 and $59½, closing firm at the latter rate. Other stocks under this heading unchanged.

Miscellaneous.—Green Islands as well as Watsons, have been sold at $82, closing steady at that rate. Hongkong Electrics dropped to $4½ with sales, but business has been done since at $4.70 per share. Hongkong Ices have been put through at $80 and are on offer at that price. Dairy Farms have been sold at $7 and are in demand at that figure. Ropes have been done at $124 and more shares could be placed.

W. ROBINSON and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

THE persistency of the Chinese in creating nuisances and breeding pestilences in simply wonderful. It is found that where an underground hovel is condemned as dangerous to health, the Chinese at once proceed to use it as a latrine, to the delectation of the neighbourhood. The Sanitary Board have issued a notification which we publish to-day. The regulation with regard to concrete floors will come into force next month.

As a specimen of the strange manner in which telegraph codes are drawn up, the following is of interest. A ship was recently burnt at sea; the crew escaped; and from the nearest port the news was cabled to the owners in these words (Scott's Code):—'Smouldered, Hurrah, Hallelujah!' 'Smouldered' stands for 'the ship has been destroyed by fire;' 'Hurrah' for 'crew saved by boats;' and 'Hallelujah' for 'all hands saved—inform wives and sweethearts.'

THE visit to Canton of the Gaiety Company was a most unqualified success. The plays selected were 'A Pair of Spectacles' and 'The New Boy,' the first named being so successfully given that the Company were asked to remain and play the other. It is a most compact little combination, all working with great spirit and verve, and there cannot be the slightest fear as to their ultimate success. They leave here for the Straits, and, led by such veterans as Carey and Ferrell, we feel assured that they will prosper wherever they go.

'FRAGRANT WATERS' MURMUR

That it is difficult to understand fully any question in which lawyers and judges and magistrates mix themselves.

That the question or questions usually get mixed, if the speakers or hearers do not, and there is generally a loophole left by which to get out of any trouble.

That, all the same, there must have been something seriously wrong with the procedure in cases committed for trial at the last two Criminal Sessions.

That the Acting Attorney General is not, I fancy, a man who would make any fuss, unless he was quite convinced there was something wrong which required righting.

That the proceedings in several of the cases broke down completely, and the prisoners appeared to be the only parties who benefited thereby.

That the Acting Chief Justice—who, by the way, has turned out to be an exceedingly good Judge—endorsed the strictures of Mr Attorney, and doubtless an improvement on the present unsatisfactory condition of things will result.

That the experiment of limiting the administration of justice at the Magistracy to one man may perhaps turn out to be a mistake after all.

That as the success or failure of the one-Magistrate scheme depends greatly upon the vigour and capacity shown by the one man, and as the said vigour and capacity demanded are of an uncommon kind, the problem has not yet been solved.

That difficulties and anomalies of a legal nature also present themselves, as the bulk of Ordinances are drawn up so as to apply to two magistrates.

That the Sanitary Board are, I am told making a raid upon the basements of the Colony; this they have been doing now for some time, but a special effort is alleged to be in process.

That filthy basements are undoubtedly one of the prime causes of plague, or of other diseases.

That I was told the other day by a Chinese (he may have had the basement of his house called in question) that the condition of the lane wherein the Bubonic Plague has been smouldering was such that the authorities were almost afraid to tackle it.

That I know this was nonsense, because I knew something of the conditions of slums last year (although I have never had an inkpot offered to me) to which the muck-rake was successfully applied.

That, all the same, I fancy the basement idea is being applied perhaps too rigidly in some instances.

That where well-bound, well-cemented blocks of granite floor a cook-house, and the water is led off by drainage in accordance with the Sanitary rules, it surely is not necessary to dig up that floor, or rather replace the foundations of a house, to make it sanitary.

That the attention of the members of the Board, or their Surveyors, might be turned towards extreme cases of this kind.

That if the heavens continue to be as brass for much longer, the price of condensers will doubtless go up.

That there is always a tendency to say the present crisis is unprecedented, although I do not think it is.

That still our supply of rain has only as yet reached about an eighth part of our yearly average, and that in itself is serious enough from a domestic point of view.

That of course everybody says we must have rain before six days are over, but it seems often to be coming, and does not come.

That if the Clerk of the Weather intends to upset the traditional sequence of events in this way, the Colonial Government will have to make arrangements to meet the emergency.

That if rain does not fall, after you have spent oceans of money to store it, something else must be done.

That the only thing the Government appears able to do, is to cut off what water there is, and leave the ratepayers to do what they can after the supply is finished.

That I see a letter in your morning contemporary about a danger to the public which exists near the entrance to the hong of Butterfield & Swire.

That I had forgotten to call attention to this danger, although asked to do so.

That the question arises, who is responsible for this danger?

That the landlord of Beaconsfield Arcade must have some interest in seeing the danger removed, and even if the P. W. D. is at fault, it may be asked why is such a danger permitted to exist so long.

That it is always more satisfactory to those who may be held responsible, to make that discovery *before* the question is raised in the form of a charge of manslaughter, than after that charge has been made.

That the niche further down the same path might be attended to by the Sanitary Authorities to the advantage of the general public.

That I see the combination of the Choral and Musical Societies, spoken of some time ago, is to be named 'The Hongkong Philharmonic Society.'

That I may be wrong in my opinion, but I fancy there is an omission in the Rules.

That there are many old members of the Choral Society and Musical Club who are likely enough to sing very small in the future, and even play very 'piano' upon any musical instrument in any one performance.

That Rules 4 and 20 seem to me to exclude from the privilege of subscribing $2 a year many who take an interest in such a Society.

That it is because I entertain a great regard for the gentlemen who have suggestion this Philharmonic Society, that I suggest a Rule enabling Honorary Members to join the Society.

That the Rules regulating Active Members and imposing restrictions upon them are imperatively necessary, but give non-active (or honorary members) a chance to join also.

That I hope to see the Philharmonic Society a great success before long, and have every ground for the hope when I see the names of its promoters.

That a scheme for altering the internal arrangements of the City Hall Theatre is almost completed, and the active Committee of the A.D.C. (who has done so much for the community in this direction) is the moving spirit in the proposed change.

That the older residents must not be shocked,—but the Governor's box is to be taken down below, and it is proposed to have two boxes on either side.

That no valid reason exists why the 'upper' ten should not have their boxes and stalls removed to the lower part of the Theatre.

That it would certainly do away with a great difficulty, viz., the rush for the limited number of seats 'topside.'

That I do not mean to say that the whole thing is yet settled, but it seems to be a most sensible change, and will, I fancy, meet with the approval of all concerned.

That if the stage could be lowered, and the electric light partially adopted, it would be a good reform well completed.

That little or no new movement has been reported from Southern Formosa, as the Japanese appear to have adopted their traditional policy of caution in circumventing the so-called redoubtable Black Flag foes.

That I understand Sir Fielding Clarke's leave of absence does not expire until the beginning of August.

BROWNIE.

HONGKONG ELECTRIC COMPANY, LIMITED.

The annual general meeting of the Hongkong Electric Company, Limited, was held at noon to-day, at the office of Messrs Gibb, Livingston & Co., in the Hongkong Hotel buildings. Mr H. L. Dalrymple presided, and there were also present Messrs C. P. Chater, J. Kramer, J. J. Bell Irving (directors), W. H. Wickham (manager), C. F. Harton (secretary), G. H. Potts, J. S. Perry, C. S. Sharp, R. H. R. Burder, W. Howell, E. Terry, W. S. Bailey, W. Jackson (shareholders).

The Chairman said—Gentlemen, the report and accounts have been in your hands for the past two weeks, and with your permission I propose that they be taken as read. The gross earnings show an increase of $23,000 on last year's statement, but this includes an amount of $5,000 brought forward from 1894 on account of installations in hand and uncompleted, thus making the net increase on the year's working $18,000. Of this latter sum, $7,000 is accounted for by the increased supply of currents for incandescent lights; and the balance, $6,000, for installations and other works executed. Against this increased amount received for incandescent lighting we have to place an increase in the item for fuel, amounting to some $3700. Coal constitutes the most important item of additional expenditure as compared with the previous year, and this was brought about chiefly, as you are all fully aware, by the greatly enhanced cost of this article. We have been able to renew our present coal contracts on more favourable terms, and we trust that in spite of the large consumption necessary to meet the increased demand for incandescent lighting, our next twelve months' coal bill will be smaller in proportion to our revenue from arc and incandescent lighting. As I have already stated, the earnings from installation and other work are $6 000 more than during the previous year, but the profit derived from these sources is about the same. As mentioned by me this time last year, in order to meet our customers' wishes to the fullest extent and to hasten if possible the extension of electric lighting, the Company is following the policy of making little or no profit on the work of installation, the charges for work done and material supplied being cut down as nearly as possible to cost price. Several of our contracts entered into in 1893 have resulted in a small loss owing to exchange, which I regret to say materially increases the cost of many of our supplies. In spite of this, however, we have been able to still further reduce the price of incandescent lamps. The result of the year's working shows that the number of incandescent lamps has been increased from 1,400 to 2,400, and the revenue derived from the sale of the current for the last month is nearly double that for the corresponding month of last year, whilst the running expenses are very little higher. To obtain these results I am of opinion that your Directors were fully justified in making some sacrifice. In the item for repairs you will notice an increase of some $400 over the 1894 accounts, which is mainly due to damage caused by the typhoons last September and October. I think that, all things considered, the Company got very well out of their troubles on these occasions, and I may be allowed to say here that the working staff all round displayed great energy and promptness in executing the necessary repairs. The balance overdrawn at the Company's bankers has been further reduced, and I hope that in our future account the item will disappear. Profit and Loss Account shows a balance at credit of $6,006 82. You are aware that so far nothing has been written off the cost of plant, and your Directors have deemed it prudent to write $10 000 off Plant Account and carry forward the balance to a new account. This course, we feel sure, will be considered a wise one by shareholders generally. Our property and plant have been maintained in thorough order, and your Directors have much pleasure in testifying to the zealous and excellent work of your Manager and of his Staff generally during the past 12 months. Before moving the adoption of the report and accounts I shall be pleased to afford any further information in regard to the affairs of the Company as far as is in my power, consistent with the welfare of the business.

Mr Bailey—Do the Directors receive any remuneration?

The Chairman—We have had none for the last five years.

Mr Bailey—I hope the Company will soon be in a position to afford it.

The Chairman—We shall be very happy to find ourselves justified in taking it.

Mr Bailey—The accounts show $2,000 for office expenses; does that include the General Managers?

The Chairman—Yes.

Mr Bailey—There was an increase in the price of coal during the war between China and Japan; what proportion does that show to the total?

The Chairman—Practically the increase amounted to a dollar a ton, average.

Mr Bailey—This $952 for repairs, is that ordinary or extraordinary expenditure?

The Chairman—A portion of it is extraordinary—about $400 for damage done by typhoons; but naturally, with a plant of $70,000 or $80 000 value, there must be some current repairs required, and I think $500 or $600 is not much.

There being no other questions the Chairman proposed that the report and accounts as presented be adopted and passed.

Mr Burder seconded.

Agreed.

The Chairman proposed that the appointment of Mr Bell-Irving as director in place of Mr Keswick be confirmed.

Mr Chater seconded.

Agreed.

Mr Potts proposed the re-election of Messrs D Irymple and Kramer, retiring directors.

Mr Perry seconded.

Agreed.

Mr Burder proposed the re-election of Messrs G. Stuart and J. U. Peter as auditors.

Mr Terry seconded.

Agreed.

The Chairman—Gentlemen, that concludes the business of the meeting. I am much obliged to you for your attendance, and I hope that when we meet again next year we shall be able to show you even better results.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

OPENING OF THE BALTIC CANAL.

The Baltic Canal has been opened to traffic. The Emperor William on board of his yacht the *Hohenzollern* led the procession through the Canal, and Kiel was saluted by the massed Squadrons.

The Officers of the French Squadron declined an invitation to dine with the Officers of the German Squadron, and no French seamen were allowed to land.

SCENE IN THE ITALIAN CHAMBER.

A free fight has occurred in the Italian Coamber arising out of insulting remarks by the Socialists against Count Crispi.

THE GOLD CUP.—ASCOT.

1..... Isinglass.
2..... Reminder.
3..... Kilcullaghan.

(*From Saigon Papers.*)

INTERNATIONAL COURTESIES.

PARIS, 1st June.

Mr Hanotaux stated in the Senate that the visit of French warships to Kiel on the opening of the Baltic Canal was a mere matter of formal politeness, and was not to be construed as an indication of change in French feeling towards Germany.

11th June.

The Chamber of Deputies, by a majority of 362, has passed a vote of confidence in the Cabinet on its foreign policy, especially referring to the Far Eastern question and the Kiel celebrations. The Ministers declare that, though France was in harmony with Germany at Kiel, nothing of the past is forgotten; and that the general alliance of France and Russia bound France to co-operate in the Liaotung question. Germany's share in that does not imply a Franco-German rapprochement.

THE FRENCH RAILWAY SCANDAL.

PARIS, 2nd June.

The Ministers were questioned on the Southern Railway Scandal, and after a debate obtained a vote of confidence. The Opposition demanded the prosecution of certain Deputies concerned in the affair.

FRANCE AND ITALY.

A monument of Marshal MacMahon has been unveiled at Magenta. General Vaugrenant attended on behalf of the French army and was received with enthusiasm at Milan.

RIOTS IN SICILY.

PARIS, 5th June.

There have just been serious election riots in Sicily, and several murders.

GREECE.

The Greek Cabinet has resigned.

SIR DONALD CURRIE.

Sir Donald Currie imparts a smooth and floating gaiety to life in the House and the Lobbies. He is not a serious politician in the conventional sense. His manner is not reflective or gloomy. No one would suppose that he had breakfasted upon a soda and milk, or went into debate nourished by a caviare sandwich. He knows his House of Commons and is only serious under the influence of the subject that he brings before it. Like Mr Cecil Rhodes, Sir Donald talks in empires. Like Mark Tapley he looks at the bright side of things. Tapleyism and Rhodesina make a not bad compound with a dressing of Currie. The three go very well together; are, indeed, just what is needful to the nutriment of Empire. Sir Donald Currie steadily believes in the improvement of things. If things be gloomy to-day, he goes to bed convinced that to-morrow they will brighten. He is never sad, never despondent. Such a word as failure finds no place in his vocabulary. All the clouds that he sees overhanging South Africa have, in his perception, silver linings. When things seem to be at their worst, or indeed to be past mending in the view of other people, Sir Donald Currie builds a new steamer, gives a lunch in the India Docks, makes a luminous speech, and, hey, presto, the 'Kaffir Circus' straightway rings with merriment and girds up its loins with a renewal of confidence. Sir Donald lands at Cape Town as he first entered the House of Commons as a Member of Parliament—he might have been born there; it might be his natural and peculiar domain. He helped in his youth in an office in Liverpool to build up the British and North American trade. He has succeeded in an office in Fenchurch-street in building up a trade with the New Empire. He has, indeed, made the New Empire. When Mr Charles Bradlaugh wore a private's uniform and served Her Majesty at the Cape, Sir Donald Currie was a young man in the office of Mr Cunard. The Cape in those days was chiefly renowned for good luck when you got there. But the papers—then of limited production—were usually the vehicle for the news of some good ship which had gone wrong on the way. In fact, to be wrecked and drowned off the Cape was just one way of committing effective suicide. Any man who desired to quit this world in a creditable manner, and to enjoy the gifts of Providence until the last moment, usually considered himself rather unfortunate if he were landed at Cape Town instead of being drowned off Simon's Bay. The Castle Line in those cheerful times were under canvas, and mighty fine vessels they were. They were the Cape East India men, and the Curries were to the Cape what the Greens were to Calcutta. Mr Donald Currie went to Fenchurch street about the time of the transition from sail to steam, and they show you models of the first steam-propelled ships of the line, very queer, if comfortable, little vessels when compared with the floating Grand and Metropole hotels, which now carry, feed, bed, and entertain, doctor, and generally restore you between Southampton and Cape Town at a uniform charge of three half-pence a mile. Just as the suburbs of the Metropolis are the product of extended locomotion, so the Colonies owe their growth and development to men like the Member for West Perthshire. Sir Donald Currie has been so long connected with ships and shipbuilding that he is now quite a marine engineer. He designs his own vessels, and his hand enters generally into their construction more deftly than is supposed. Sir Donald, like all successful men, hankered after a political career. He had assisted to put a girdle round the earth, like Puck, and wished to keep it there. Perhaps he has found Parliament disappointing, but Parliament itself has been all the better for such recruits. Like Sir Thomas Sutherland, the Member for West Perthshire is an easy, graceful speaker. He gives you the idea of an orator who thinks upon his legs. But what really happens is simply the outpouring of a mind full of patriotism, richly stored with facts and figures, signposts of history, finger-posts on the road of Empire. Sir Donald is a profound believer in the torpedo boat and the fast cruiser, and his instincts as a shipowner shrink from the possibilities of a war with France, and the Channel scoured with privateers nipping up big, fat Castle Liners. No doubt, in an emergency of that kind, the *Dunottar Castle*, the *Arundel Castle*, and the other convertible ships of the line would, under the armament which they are fitted to carry, be able to give a good account of themselves. But that is an extreme alternative to the necessities and duties of the Empire which scarcely satisfies the hon. knight. Sir Donald Currie, with the exception of the late Sir William Stirling Maxwell, has held Perthshire longer than any modern Member. He seems to have broken permanently the Tory ascendency in that country. 'Keir' recovered his own after five years, and it seemed really as if the Earl of Mansfield held the blue riband of Scottish constituencies in the hollow of his hand, and might wear it, indeed, as the Tory Legion of Honour in Scotland. Sir Donald Currie's coming ruffled the dovecotes of Scone and Moncreiffe. Behad been severely hit at Greenock, though here he gave his opponent an attack of *mal de mer*, as a local cartoon of the time proved in the person of the seasick Tory candidate, who cried, 'Steward, take that *Currie* away.' The Liberal candidate for Perthshire carried the fight into regions of Perthshire which had never been visited by the election canvasser. It was a most perfect stump, and courage and ingenuity won the day. The Tory Rump rode off despondently from the George Hotel, and the noble earl took to his bed, but the pains and bitterness of the defeat have since been somewhat assuaged by Sir Donald Currie, faithful among the faithless, having remained true to the Liberal Party. He is a Unionist, and in that character he commends himself to the Perthshire farmers in the dales and straths of the West. He is a *persona grata* in the county, and one of his Highland homes is a castle where kingly revels were held in the days of the early James. He introduced into the House of Commons a sort of fine art in hospitality, and was the inventor of that special and princely form of entertainment to which Mr Gladstone has been successively, if not, indeed, rivalrously, treated by Lord Rendel and Mr Armitstead. Sir Donald Currie is now a white-haired, venerable-looking gentleman, but he lives cleanly and hard; not an ounce of excessive adipose tissue has caused him to wax fat and scant o' breath.—*Echo.*

RAGHALS' PIANOS—The finest in the World—Touch and tone unequalled. Sole Agents, W. Robinson and Co.

MR WALTER BESANT ON CRICKET.

Mr Walter Besant, writing in the *Queen*, says:—The *Spectator* is mournful over the expenditure recently incurred by the London evening papers in reporting the cricket match between Australia and England. 'There is no objection,' says this paper—*the italics are mine*—'social or moral, to cricket, which is a most healthy and educative, *though excessively tedious*, game, but if this elevation of it into a subject of international interest does not *mark an increase in the appetite for frivolity there is no meaning in words.*' It is by such paragraphs as these that the *Spectator* occasionally shows itself quite out of touch with the things of the day, and it is by reason of such paragraphs, despite its very great ability, its desire to be fair, and its wide sympathies that the *Spectator* fails to become such a power in the land as in other respects it deserves to be. First of all, to call cricket tedious! Why, there is no game in the world, to one who understands anything about it, that is less tedious. As for myself, short sight and incurable awkwardness always rendered me useless as a cricketer. I went in, as a boy, when I had to, in order to make up an eleven; I never got any runs, or bowled anybody—my ball never would go anywhere near the stumps—or caught anybody. Yet to me, as to thousands and millions of Englishmen, cricket has always been the king of games. There is no skill like the skill of the batsman and the bowler. There is no dexterity like that of a good fielder. There is no game which so commands admiration. There is none so full of the changes and chances of fortune. Tedious? Cricket tedious? Then what in the world is interesting? 'It marks,' says the *Spectator*, 'an increase in frivolity . . . grave interests no longer fill the minds of men.' Oh! But, really, what foundation is there for this? That people bought eagerly the news of the Australian match; that tens of thousands are interested to see whether, in this king of games, we are to hold our own, or whether we are to yield to the colonists, is true enough. How long did it take to satisfy that interest? Five minutes only. Five minutes reading of the paper decided the question, after which everybody returned to the graver questions of the day, which were, I suppose, the County Council and the influenza. The *Spectator* appears to suppose that the whole conversation and thoughts of men have been occupied for days by this match. Nonsense! The human mind is quite able to take a proper and healthy interest in a noble game, yet not to neglect more important things. The Broad Street and Liverpool Street trains of that evening were full of men who bought their paper, who turned with eagerness to the report of the match, talked of it for five minutes, and then went back to the graver interests of the day.

AMERICAN COLLEGE CHEERS.

The Americans put a great deal of purpose into their lives, and in nothing more so than in their careful concoction of their college cheers. Each college has its distinctive cry of triumph and rejoicing; and, though it may be without a charter, it is never without its yell. The simple shout with which students in the Old Country give vent to their feelings admits of endless variation at the hands of this inventive race. The college cheers of the Union have therefore been tabulated by the editor of 'The World Almanac'—'by correspondence with the secretaries of the respective institutions, and revised to 1895.' They show a certain deference to custom in their frequent retention of the last syllable of our own 'Hurrah.' Thus, the Alabama Polytechnic, when excited, cries, 'Rahrah-ree-Rah-rah-ree—Alabam-a—A.M.C.!' while Amherst repeats 'Rah!' very nearly to the end of the chapter. Branching out from this, and indicating, perhaps, a migration to the music-halls on the part of offshoots from the parent stock, we have the 'Razzle, dazzle! Zip, Boom!' of Antioch. The Aryan brotherhood is still to be traced in the 'Razzle, dazzle! Sis, boom!' of the Central University, Richmond. Cornell commemorates the early Indian with 'Cornell! Yell! yell! yell! Cornell!' A smaller institution, bearing the same honoured name, takes the best from every side, wherever it can be had, and in solemn moments cries 'Zip-sis-boom!' with an intense profundity of meaning. A somewhat lawless individualism, a passion for mere singularity at any cost, has apparently prompted the 'Rackity-cax! Co-ax! Co-ax!' (twice) of another of these great foundations for the improvement of the mind. There is variety, but there is still law, in the 'Hullabaloo, bala!—(twice), Way-up!' of Franklin and Marshall. Johns Hopkins has the same cry, yet gives it the indispensable personal note by the addition of 'Kanuck, Kanuck!' Homer has been praised for his invention; so might be the Richmond University, for this institution has a hullabaloo all to itself. Thus it runs: 'Hella-bo-lub, Roak-Koak (twice), wo-up, wo-up, diabolon—Richmond! How exquisite must be this sound at night in summer woods!

Indiana University has a cheer which seems to require a quarter's notice—'Gloriana, Frangipanna, Indiana! Kazoo Kazoo! Kazoo Kazoo! Hoop Lah! Hoop Lah! Stara University. Rah! Rah! Rah!' It is difficult to see how this is to adapt itself to the emotions of a swiftly moving event. It might do well for a long journey across the plains, and an average of one sensation to the four-and-twenty hours. The Indiana boat races must be modes of leisure, if this serves. A denominational University in Illinois begins its rejoicings with 'Tally balolly haloo!' and ends them with 'Wesleyan, Wesleyan, I. W. U.,' which must be an exceedingly awkward thing to eject from the lungs with catapultic force. 'Wahoo' with brilliant local variations is a favourite in Ohio and Nevada. Parson's College repeats 'Ki Yi' till carried off the ground, when it wishes to show that it is enjoying itself. The ecstasy of Monmouth is a maxim—'Hot, cold, wet or dry, get there'—sandwiched between crusty and indigestible morsels of interjection. 'Howee, how! Chihowee!' is what Maryville says when it wishes to express approval at a matinée. Yale, like Harvard, adores the eternal Rah—not an Egyptian deity, but a yell—but Harvard's is long and deep; Yale's quick and sharp. Yale's must be the better: it is the sooner done. The women are wiser. At Wellesley, which is a college for girls, they sing their cheer. The music is given, and the words are not much more than 'Tra-la.' There are more exquisite forms of nonsense in our old Elizabethan writers. 'Cuckoo jug jug' might be recommended to the alumni of the next new foundation. It is strange that none of the others have tried vocalisations on the theme of 'Fudge!' It is an excellent good word, and might lend itself readily to the purposes of this form of entertainment.—*London Daily News.*

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HONGKONG, June 22, 1895.

OPIUM—	New Patna, cash,...	765
"	Old " cash,...	—
"	New Benares, cash,	762½
"	Old " cash,	—
"	New Malwa, credit,	670/680
	Allowance, Taels,...	32/40
"	Old Malwa, credit,.	720
	Allowance, Taels,...	24/32
"	Persian, Oily, cash,.	780
	Allowance, Taels,...	16/24
"	Persian, Paper fitted	—
	Allowance. Taels,...	—

Exchange.

HONGKONG, June 22, 1895.

On London—	
Bank, Wire, ...	2/1¼
" On demand, ...	2/1½
" 30 days' sight, ...	—
" 4 months' sight, ...	2/1¾
Credits, 4 " "	2/2
Documentary, 4 months' sight, ...	2/2½
On Paris—	
On demand, ...	2.68
Credits, 4 months' sight, ...	2.74
On Berlin—Demand,...	2.16
On New York—	
On demand, ...	52
Credits, 60 days' sight, ...	53¼
On Bombay—	
Wire, ...	195
On demand, ...	195¼
On Calcutta—	
Wire, ...	195
On demand, ...	195¼
On Shanghai—	
On demand, ...	72⅝
30 days' sight, private paper ...	73⅝
Gold Leaf, 100 fine (per tael)	47.50
Sovereigns (Bank's buying rate)	9.23
Silver (per oz.)	30 5/16 d.

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.80	29.85	29.77
Temperature	89	85	88
Humidity ...	63	72	56
Direction of Wind ...	S	E	S
Force	1	2	1
Weather	b	c	b
Rain	—	0.04	—

Highest open air temperature on the 21st.....90
Lowest open air temperature on the 21st.....81

F. G. FEGG,
First Assistant.

Hongkong Observatory, June 22, 1895.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, June 22, 1895.

BAROMETER—	9 A.M.... ...	29.85
Do.	1 P.M.... ...	29.81
Do.	4 P.M.... ...	—
THERMOMETER—	9 A.M.... ...	87
Do.	1 P.M.... ...	90
Do.	4 P.M.... ...	—
Do.	(Wet bulb) 9 A.M.	81
Do.	Do. 1 P.M.	81
Do.	Do. 4 P.M.	—
Do.	Maximum	90
Do.	Minimum over night	80

THE GAME OF CHESS.

INTERVIEW WITH MR J. BLACKBURNE.

Mr J. Blackburne, the champion chess player of England, entered upon a contest in April at the British Chess Club, with the famous German chess player, Herr Bardeleben; and won the first game of the series. Mr Blackburne was 'modestly jubilant, as becomes a player of his standing, and in his good humour, writes a London *Chronicle* correspondent, was not unwilling to chat with me upon the question of chess and its votaries.

'Tell me,' Mr Blackburne, I asked, 'is chess growing in popularity?'

'To a marvellous degree,' answered Mr Blackburne. 'Where thirty years ago there was only one chess club, there are now twenty. Chess has "caught on," with the spread of education, and nowadays there are very few decent sized hamlets—to say nothing of towns—without their chess clubs. But, of course, London tops them all.'

'Is chess the intellectual pastime that some people declare it to be? For instance, would it be an efficient substitute for Euclid in schools and colleges?'

'Decidedly not. I know a lot of people who hold the view that chess is an excellent means of training the mind in logic and shrewd calculation, prevision, and combination. But I don't find these qualities reflected in the lives of chess players. They are just as fallible, and as foolish if you like, as other folk who don't know a rook from a pawn. But even if it were a form of mental discipline—which I take leave to doubt—I should still object to it on the ground of its fatal fascination. Chess is a kind of mental alcohol. It inebriates the man who plays it constantly. He lives in a chess atmosphere, and his dreams are of gambits and end games. I have known many an able man ruined by chess. The game has charmed him, and as a consequence he has given up everything to the charmer. No; unless a man has supreme self-control it is better that he should not learn to play chess. I have never allowed my children to learn it, for I have seen too much of its evil results. Draughts is a better game, if you must have a game.'

'Draughts! Surely you will not bracket draughts with chess?'

'Ah, but I do. Draughts is a less attractive game, infinitely less, but it is more scientific. You see, a step at draughts is irreparable. At chess, however, you can get back, change the disposition of your men, and possibly win.'

'And now, Mr Blackburne, about an English school of players. Shall we ever evolve a great player—another Blackburne, for instance?'

'I don't think that we shall have a great player yet awhile,' said Mr Blackburne, with a few words in deprecation of the compliment I had paid him. 'English chess at present goes upon the German lines. You know the German player is a careful, cautious man, who rarely, if ever, delivers a brilliant attack and depends rather upon capturing a piece or a pawn and so obtaining an advantage, than upon a brilliant *tour de force*. An Englishman at the board is like an Englishman elsewhere—adventurous, plucky, resourceful, and not without confidence in himself. But the younger school of English players—I myself am a veteran, alas!—are all for the tedious plodding German game. Compare one of Paul Morphy's games with a German game. In one of Paul's games you have genius, magnificent combination, brilliancy, and what I can only call inspiration; in the modern German game you have the apotheosis of laborious dulness.'

'Did you ever know Paul Morphy?'

'No. But it was his great career that made me a chess player. I studied chess, and learnt it on hearing of his victories. Morphy was, perhaps, the greatest chess player that the world has ever seen or ever will see. My friend, Mr Lasker, is, in my opinion, the greatest living player, and we shall see if he will equal Morphy in capacity.'

'He has beaten you, has he not?'

'Yes.'

'Well, that is a sufficient tribute to his powers. But about yourself, Mr Blackburne?'

'I learnt the game in, say, 1859, and discovered before very long that I had a certain small aptitude for it. I came to London in, I think, 1862, and made a success. I then settled here, and have been a professional chess player ever since.'

'About your blindfold chess?'

'Well, I am, if I may say so, a bit proud of that. I have played, and can play to-day, fifteen games without seeing the boards, and you can choose your players from among the strongest amateurs.'

'How do you do it?'

'I can't exactly tell you how, save that I remember the position of the pieces on each and every board. The position of each game is absolutely fixed in my mind. When No. 10, say, is called out, I dismiss No. 9 from my mind and call up 10. It all comes back to me. I consider the possible moves and variations, and after consideration announce my move. Then I go on to No. 11, repeating the same process. Of course it is a terrible strain, both upon my intellect and my memory, and I can't sleep for hours afterwards.'

And with a shake of hands our greatest player was off to adjudicate upon a game which claimed his attention.

GRANNY GORTON'S BIRTHDAY.

Saturday, January 21st, was a great day in Central Village, in the State of Connecticut, in America. On that day Mrs. Jonathan Gorton was 100 years old and formally received her friends, of whom hundreds were present. She wore her best black silk gown, with a rose in the bodice. The venerable lady was seated in a comfortable armchair on a platform in the best room of her house. Then the train of callers filed through, each and all shaking hands with her. "Granny Gorton," as she is called, is a trim little body and very nimble on her feet. There was never anything ailed her, she says, and, except that her eyesight isn't quite so good as it used to be, she is as active as any woman of 50.

Why has Granny Gorton lived so long? Why is she so active now? She lets out the secret herself when she says, "There was never anything ailed me." That's it, and all of it.

People who live 100 years are not so very rare. The deaths of 45 such were reported last year in England—22 men and 23 women. Yet, compared to the multitudes who die, these are nothing—nothing. Can we not keep things from ailing us, and so live long as Mrs. Gorton? Yes, if we will take the trouble to do it! Men and women 100 years old, still vigorous and clear-headed, should be a sight so common as not to be remarked, and will be yet in the future. Why not so *now*? "Ask yourself the question," as the boatmen say down on Deal beach.

Here's how it is: A woman's tale. She says she fell ill when a girl of about 15. She lost her appetite, had pains in the sides and chest, frequent headaches, and was often obliged to lie down on the couch and rest. All this didn't promise long life, did it? No; it was a bad start.

Well, she got worse instead of better. She was often sick, vomited her food, and spitting up a sour fluid. For five years she went on this way. This brings us to October, 1881. She was then in service as parlour-maid at Leamington Hastings, Warwickshire. Here she suffered from constant sickness, retching, and heartburn. The chest pains were so bad as to bend her double. No position that she could take relieved her. Her stomach was so tender and sore that everything she ate pained and distressed her. For months and months she only took liquid food—milk and beaten eggs, and so on.

She got weaker and weaker every day, so she says. Of course; how else could it be? A doctor at Rugby told her she had "ulceration of the chest," which she didn't at all. What is "ulceration of the chest"?

He gave her medicines and advice, but she grew no better on that account. This young lady was now about 20 years old, with a poor outlook for ever being much older. She didn't expect it, nor did her friends. Then another doctor being consulted, said "ulceration of the chest," like his medical brother at Rugby. Both wrong.

"After six months' medical treatment," she says, "I gave up my situation and returned to my home at Buxton Lamas, Norfolk. This was in June, 1882. Then I was taken so bad I had to take to my bed. My mother thought I was in a decline."

Now, the word "decline" means consumption, as we all know; a disease common in England and incurable everywhere. Thousands of bright girls and young men "decline" into their graves every year in this populous island. Sad enough it is to see.

Well, at this point her good and wise mother interfered in her daughter's case. She gave the doctors the go-by and sent to Norwich for some bottles of Mother Seigel's Curative Syrup. In two weeks the young patient began to feel better, and in three months she got a new situation and went to work.

"Since then, fifteen years ago," she says, "I have kept in better health than ever before in my life, thanks to Seigel's Syrup. Yours truly, (Signed), (Mrs.) SARAH ELEANOR BAKER, 8, King's Street, Church Road Tottenham, near London, September 30th, 1892."

A dozen words more and we're done. Mrs. Baker's ailment was indigestion and dyspepsia, nothing else, and quite enough. The "dissection" was inflammation of the inner coating of the stomach, a symptom of the disease. We wish her a long and happy life, and merely add that it all her sex could avoid or cure this one trouble most of them might live to be as old as Granny Gorton.

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ONCE Mr Gladstone had been cutting down a tree in the presence of a large concourse of people, including a number of excursionists. When the tree had fallen and the Prime Minister and some of his family who were with him were moving away there was a rush for the chips. One of the excursionists secured a big piece and exclaimed, 'Hey, lads, when I die this shall go in my coffin!' Then cried his wife, a shrewd, motherly old woman, with a merry twinkle in her eye, 'Sam, my lad, if thou'd worship God as thou worships Gladstone thou'd stand a better chance of being where thy chip wouldna burn!'

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Manager.
798

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

*Evandale**...	3,847	Tuesday	June 25.
Victoria.....	3,167	Tuesday	July 16.
Tacoma.....	2,549	Tuesday	Aug. 6.
Honkow.....	3,6 4	Tuesday	Aug. 27.
S.S.....	.....	Tuesday	Sept. 17.
Victoria.....	3 167	Tuesday	Oct. 8.
Tacoma...	2,549	Tuesday	Oct. 29.
Honkow....	3,594	Tuesday	Nov. 19.

* No Passengers carried by this sailing.

THE Steamship *EVANDALE*, Capt. BOYERS, sailing at Noon, on TUESDAY, the 25th June, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 5, 1895. 1049

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 26th June, 1895, at Noon, the Company's S.S. *OCEANIEN*, Commandant SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th June, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE,
Acting Agent.
Hongkong, June 12, 1895. 1094

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PEKIN*, Captain G. L. LANGBORNE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *ORIENTAL*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 26th JULY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 20, 1895. 1143

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) — FRIDAY, June 28, at noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)... — TUESDAY, July 9, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)... — TUESDAY, July 30, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, 28th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, June 8, 1895. 1071

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... — SATURDAY, July 20, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)... — THURSDAY, Aug. 8, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)... — TUESDAY, Aug. 27, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, at Noon, connections being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, June 16, 1895. 1185

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator,
from SHANGHAI, has opened a
FURNITURE STORE
at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name.
Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.
(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.
AN INSPECTION INVITED.
Hongkong, April 13, 1895. 712

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.
471

Intimations.

NOTICE.

THE Undersigned have been appointed SOLE AGENT for WOOD & Co.'s well-known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.
Hongkong, April 20, 1895. 768

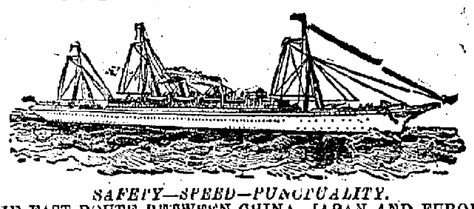
THOMAS' GRILL ROOM,
No. 2, QUEEN'S ROAD CENTRAL.

I am happy to inform my Patrons that in connection with the Grill Room, I have secured the 1st Floor recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present Grill Room) and have fitted it up for
LADIES' DINING ROOMS,
with all conveniences attached. I am also now prepared to serve
DINNERS, TIFFINS & SUPPERS
to parties when Ordered distinct from the ordinary Grill Room.

DAILY NEWSPAPERS AND PERIODICALS.

W. THOMAS,
Proprietor.
Hongkong, May 22, 1895. 972

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 3rd July.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.
Hongkong, June 12, 1895. 1090

SHARE LIST.—QUOTATIONS.—JUNE 22, 1895.

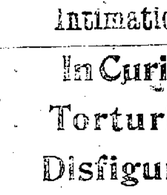
Stocks.	No. of Shares.	Value.	Paid.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000		125	all	180 % prem., buyers
New Issue.....				
Bank of China & Japan, Limited preference shares	39,950	£ 5	—	nom.
" ordinary "	199,975	£ 8	£	nom.
" deferred "	1,250	£ 1	£ 1	nom.
National Bank of China, Limited...	...	£ 10	£ 3.10	$27½, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld...	10,000	$ 200	$ 5	$162½, sales and buyers
China Traders' Insurance Co., Ltd.	24,000	$ 83.3	$ 25	$66½, sales and buyers
North-China Insurance Co., Ld...	5,000	£ 100	£ 5	[illegible] 195, sellers
Strait Insurance Co., Ld.....	30,000	$ 100	$ 25	$18¾, sales and sellers
Union Insurance Society Co., Ltd.	10,000	$ 250	$ 25	$162½, sales and sellers
Yangtze Insurance Association, Ld.	8,000	$ 100	6	$93, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld....	20,000	$ 100	$ 20	$34, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$205, sales
DOCKS				
H'kong & Waompoa Dock Co..	12,500	$ 125	all	100 % prem., sales & buyers
STEAMSHIPS.				
China and Manila S. S. Co., Ld...	5,000	$ 50	all	$53, buyers
Douglas Steamship Co., Limited.	20,000	$ 50	all	$50½, sales
H.K. C. and M. Steamboat Co., L	8,000	$ 20	all	$32, buyers
Indo China S. N. Company, Limd.	60,000	£ 10	all	$53, sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£ 5	£8¾
Do. (new issue	20,000	£ 10	£ 1	
REFINERIES.				
China Sugar Company, Limited....	20,000	$ 100	all	$106, sales and sellers
Luzon Sugar Company, Limited..	7,000	$ 100	all	$45
WHARVES.				
H.K. & Kow. Wharf & Godown C.	20,000	$ 50	all	$41, sales and sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$37½, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.....	50,000	$ 100	$ 50	$59½, sales and sellers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$10½, sellers
Humphreys' Estate & Finance C...	13,400	$ 10	all	$8
West Point Building Co., Limited.	12,500	$ 50	$ 40	$18½, buyers
TRAMWAYS.				
H.K. High-Level Tramways Co.,	1,250	$ 100	all	$70, buyers
MINING.				
Jelebu Mining & Trading Co., Ld	43,000	$ 5	all	$3¾, sales
Punjom Mining Co., Ld	60,000	$ 4	$ 3¾	$3.40, sales and buyers
Société Française des Charbonnages du Tonkin	12,000	Fcs. 500	Fs. 500	$105, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$5.30, buyers
Raub Aust. Gold Mining Co., Ld..	200,000	£ 1	13/10	$4.30
Société Française des Houilleres de Tourane	8,000	Fcs. 500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited...	6,000	$ 50	all	$4½, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	6,000	$ 50	all	$9, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited.....	6,000	$ 10	all	$9¾, sales
Dakin, Cruickshank & Co., Ld.....	50,000	$ 5	all	$1
LIGHTING.				
H.K. and China Gas Co., Limited..	7,000	£ 10	all	$125
Hongkong Electric Co., Limited....	30,000	$ 10	$ 8	$4.70, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$93, sales and sellers
Hongkong Brick & Cement Co., Ld.	4,000	$ 15	$12.50	$8, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 15/-	$10, sellers
Campbell, Moore & Co., Limited..	1,200	$ 10	all	$2
Geo. Fenwick & Co., Limited	3,000	$ 25	$ 25	$16½, sellers
Hongkong Bakery Company, Ld.	600	$ 50	all	$36
Hongkong Dairy Farm Co.....	6,000	$ 10	all	$7, sales and buyers
Hongkong Ice Company, Limited..	5,000	$ 25	all	$60, sales and sellers
Hongkong Rope Manufactory Co., Ld	13,000	$ 50	all	$124, buyers
* Founder's shares				

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem., sales

A. G. STOKES, *Share-broker.*

Printed at the China Mail Office, No. 5, Wyndham Street, Hongkong.

MILKMAID BRAND CONDENSED MILK



The "Milkmaid" Brand is guaranteed to contain all the cream of the original milk. In the process of manufacture nothing but water is removed, nothing but the best refined sugar added.

Avoid low-priced brands from which the cream has been abstracted, and ask for the "Milkmaid" Brand, the best for all purposes.